



# Festival shows how far flight has come

By: **Darla Christenson**  
**ITD Public Affairs**

Even Orville and Wilbur would have been impressed with the flight technology displayed at the annual Aviation Festival and Safety Conference in Boise on March 13-15.

The event, which attracted more than 500 pilots and aviation enthusiasts, included approximately 50 safety seminars and aviation workshops – from flying the Idaho backcountry to incorporating meteorology in flight plans and future trends in aviation.

A collection of exhibits commemorated the first 100 years of powered flight. Items such as memorabilia of the Boeing 314 Flying Boat, the Wright Flyer, the Spirit of St. Louis, radio-controlled model aircraft, and a 30-foot hangar mockup were on display throughout the festival.

The conference featured historian Frank D. Boring, co-producer of the PBS documentary “Fei Hu, The Story of the Flying Tigers.” The Flying Tigers was a group of volunteer American pilots who secretly battled against Japan on behalf of the Chinese before the start of World War II. Boring’s multi-media presentation incorporated archival footage taken by Flying Tiger pilots, intertwined with pilot

**See Festival**

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The Trade Show was the center of activity for exhibitors and attendees.

## Aeronautics prepares for annual Ace Academy

By: **Frank Lester, Safety/Education Coordinator**

Once again the Idaho Division of Aeronautics begins preparations for its annual high school aviation career seminars. This year, Aviation Career Education (ACE) Academy is scheduled to begin on July 14, 2003, at the Aeronautics building on Rickenbacker Street in Boise. Every year the program, designed for Idaho high school students with an interest

in aviation, treats the participants to a panorama of aviation careers, seminars, and activities. ACE Academy is a fast-paced, three day immersion into the world of aviation. Each day is packed with tours, one-

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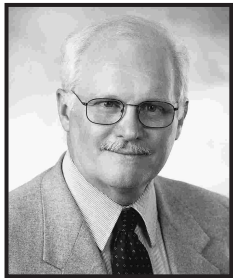
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# From the Administrator:



## Backcountry Airstrip Preservation Support



Frank has been reminding me that my Rudder Flutter article was due, but I waited until the very last day to finish it because I was hoping I'd be

able to report to you the progress made by the Idaho Legislature on protecting our backcountry airstrips.

I am happy to report that with the help of Representative Wood, Senator Bailey and Don Pischner, the Legislature overwhelmingly endorsed House Joint Memorial Number 10 "requesting that the Congress of the United States take congressional action to preserve access to Idaho backcountry airstrips."

The Legislative support for this has been very strong. We wrote the Memorial language on March 19, 2003, it was introduced in the House on March 24, and was adopted by the Senate April 2. The Memorial now goes to the Idaho Congressional delegation in Washington, DC for their action. I was impressed by how little time the whole Legislative process took.

This action was pursued because in recent years certain agencies of the Federal government have been identified as engaging in a disturbing trend of administrative actions that either limit general public access to or closing these airstrips. The Aeronautics Division holds the position that each of these airstrips are an important asset to the State of Idaho, should remain open to the public and be improved where needed.

Since we don't have the space to print the Memorial, you can view it on the internet at: [www2.state.id.us/legislat/legislat.html](http://www2.state.id.us/legislat/legislat.html). Select Legislature, then Mini-Data Bill Status Information, then HJM010.

## DOT Releases Aviation Reauthorization Bill

The Department of Transportation (DOT) recently released the Administration's proposal for reauthorizing Federal aviation programs. Known as "The Centennial of Flight Aviation Authority Act" or Flight-100, the bill would reauthorize the aviation programs for four years. AIR-21, the current authorization measure, is a three year bill that expires on September 30, 2003. Flight-100 would provide \$3.4 billion each year, the same level of investment as provided in FY 2003, for the Airport Improvement Program (AIP) to support airport capital infrastructure improvements. The Administration bill also proposes restructuring AIP formulas and set-asides to allow more funds to be targeted to airports with the greatest need and dependence on federal assistance. Such restructuring would transfer more than \$87 million in FY 2004 funds from large to small airports, raising small airports' share from approximately 63 percent to over 66 percent of total AIP grants. The proposal also increases discretionary funding from 34 percent to 46 percent of the AIP program allowing the FAA to target those projects that serve national objectives and achieve the greatest system benefits regardless of airport size.

## Don't Jeopardize Your Airport's Future Funding

In May, 1999, the federal Government Accounting Office issued a report claiming that the

Federal Aviation Administration (FAA) had not adequately monitored general aviation (GA) airport compliance with land use obligations as agreed to in their grant assurances. Congress directed the FAA to conduct inspections to report the scope of unauthorized use of airport land. The inspections began in 2001 and the data will be compiled into the **Land Use Compliance Report** that will be presented to Congress in the annual Airport Improvement Program report.

The report will contain a list of airports found to be in noncompliance with federal requirements, detailed circumstances of noncompliance and the timeline for corrective actions. Some of the areas of concern are:

- Is airport land being used for non-aeronautical purposes? (Such as parks, hiking or bike trails, non-aeronautical municipal buildings, residential hangers, "through-the-fence" operations, towers, agricultural crops in inappropriate areas, etc.)
- Has airport land use been changed or has land been sold or released from the airport without FAA approval?
- Have incompatible land uses been allowed near the airport? (Residential development, ponds, other wildlife attractants, cell towers, etc.)
- Is income being diverted to non-aviation uses?
- Are all leases and use agreements appropriate? If they are not aeronautical and for more than five years, FAA must approve them.

**See Administrator**  
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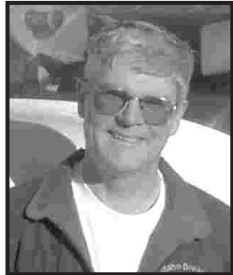


# Radio Chatter

By: Frank Lester, Safety/Education Coordinator

## Festival Wrap Up

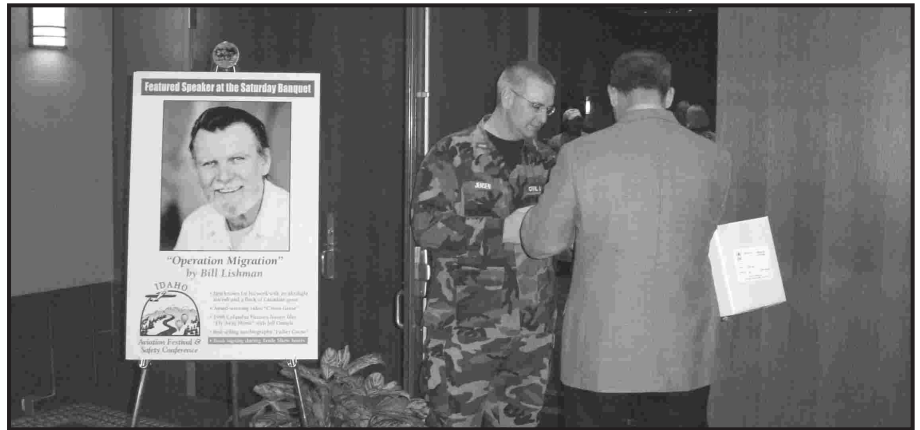
Well, another Aviation Festival has come and gone. By far, it was



one of the best we have had. A lot of activities for every member of the family and three of the best guest speakers in Bill Lishman, Frank Boring,

and Charlie Huettner...period. If you missed the fun, you missed great seminars, new workshops, and the very best facilities that Boise has to offer. If you were able to attend, you know just how far this event has come.

As we continue to grow and improve, planning an event of this size begins to take on new meaning. Many people put forth an enormous effort to make this happen. The members of the planning committee, including Tammy Schoen, John Goostrey, Steve Frey, and Jennifer Christiano, deserve a huge thanks for all their hard work, as do several "behind-the-scenes" personalities, such as Bobbie Matthews, Jerry Terlisner, Tim Henderson, and Gretchen Lamkey, for performing above and beyond the call of duty.



A member of the CAP Honor Guard pulls extra duty at the Saturday Banquet, which featured Bill Lishman as the keynote speaker.

Before leaving the Festival for this year it should be noted that every change is not without its glitches. This year's move to the Centre on the Grove was no different. We had many successes of varying degrees and several surprises. Fortunately, none of the surprises were serious. However, one nagging problem that kept coming up was the parking situation in downtown Boise. Although I view this as the price you pay for growth, the planning and organizing is all for naught if you, the attendee, don't show up. We will address this problem as best we can during the planning for the next Festival. We appreciate each and every one of you who attended this year, thank

you for your continued support, and we look forward to seeing you again next year.

## Holy Cow! The BLUE ANGELS are coming to Arco!!!!

That's right! The Navy's Blue Angels are bringing their McDonnell Douglas F/A-18 Hornets to Pope Field, Arco-Butte County Airport July 26-27, 2003. The Blue Angels Air Show, the largest public event ever to be held in the Lost River Valleys, is expected to involve as many as 35,000-50,000 people gathering for the two-day show. For more information on this exciting event, contact Mark Pope at 208-527-3648. Come on out for a great show.

## Administrator

### Continued from page 2

- Ensure that all airport property released from its obligations is being used in accordance with the release documents.
- Are the Airport Layout Plan and Exhibit A maps outdated?

If unauthorized uses exist, the FAA will request corrective action prior to an airport receiving federal funds. Corrective actions could include repaying FAA for past grant

money, closing or shortening runways, tearing down or moving buildings, buying back land, buying out leases or moving roads. This could be expensive and even doom an airports future existence.

If you have questions about an existing or potential use of airport property, call Bill Statham at (208) 334-8784.

**Bob Martin**

ITD Aeronautics Administrator

## Cessna 180/185 Club Garden Valley Fly-In

The Third Annual Garden Valley, ID (U88) Fly-In will be held on June 20-22, 2003. This has been a very successful event in the past and should be even better this year. We will again have a catered Baron of Beef dinner on Saturday night and will also have breakfast available Sunday morning at O-dark thirty for

**See Radio Chatter**

**Continued on page 14**





# Airport Maintenance

By: Mark Young, Airport Maintenance Manager

## Courtesy Car Program

The Division of Highways within ITD has recently donated 11 surplus



vehicles to replace some of the aging courtesy cars in our fleet. We are now in the process of servicing them and

checking mechanical condition prior to moving them to various airports.

During this past winter, all state agencies were directed to dispose of surplus vehicles and to reduce fleet numbers. This included the Transportation Department, and unfortunately the courtesy car program was not ignored. Sandpoint has had five cars assigned to its airport for many years; this spring that number will be reduced to two. We apologize for any inconvenience this may cause itinerant pilots.

Additional courtesy cars remain available at the following locations: Arco (1), American Falls, (1), Bonners Ferry (2), Gooding (1), Grangeville (2), Jerome (1), Kamiah (1), Malad (1), Mountain Home (1), Preston (1), and Rexburg (1). During the summer months, cars are available at Cavanaugh Bay (1), Johnson Creek (3) and Smiley Creek (1). Current procedures for obtaining vehicles at each location are noted below.

## American Falls

Users must see the Airport Manager/FBO. A phone number is posted in the pilot's lounge for after hours needs. No credit cards are accepted for courtesy car usage.

## Arco

There is a list of three contacts in the pilot lounge; the Airport

Manager who is also the resident Idaho State Patrolman, a member of the airport board, and the sheriff's office. Contact must be made with one of these individuals for obtaining the car. Credit cards are accepted for payment.

## Bonners Ferry

The Airport Manager must be present to obtain vehicles. Access to the airport is via a locked gate, which must be opened by airport management in order for the vehicles to exit the ramp area. Payment must be by cash or check.

## Cavanaugh Bay

Available from approximately mid-May through mid-September. The airport caretaker lives within 200 yards of the camp sites. Employee days off are Tuesday and Wednesday (vehicle may or may not be available those days). Cash only.

## Gooding

On a normal day, the pilot lounge is vacant. Visitors must locate the FBO in the large hangar immediately east of the lounge building. No credit cards are accepted.

## Grangeville

Airport managers live at the airport and are available for car checkout. No credit cards accepted.

## Jerome

Airport manager lives on site. Credit cards are accepted.

## Johnson Creek

Available mid-May through mid-September. Airport caretakers live on-site. Days off are Tuesday and Wednesday, during which time vehicles may or may not be available. Cash only.

## Kamiah

A city employee lives on-site; however, they do not work there.

September through May, users must call City Offices (935-2672) to ask for someone to come rent out the car. June through August, there should be someone at the airport. No public phone at the airport, so a cell phone is required to contact City Offices. No credit cards accepted, and cash must be the exact amount.

## Malad

Airport manager lives on-site. Credit cards and personal checks not accepted.

## Mountain Home

Airport manager available during normal work hours. Credit cards accepted.

## Preston

Airport manager lives adjacent to the main hangar. In the event he's not available, there are phone numbers posted in the pilot's lounge for access to the vehicle. No credit cards accepted.

## Rexburg

Airport manager available during normal working hours. Courtesy car usage may be charged on a credit card when fuel is also purchased; cash or check otherwise.

## Sandpoint

Airport manager available during normal working hours. Credit cards accepted.

## Users must bear in mind the following:

- \* No reservations are accepted for courtesy cars at any location
- \* You must provide your drivers license number, personal automobile insurance carrier and aircraft 'N' number prior to renting a car.
- \* Without this information, you will not be able to rent a car.



# Aviation Medical Matters

## Diabetes: How Sweet It Isn't

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

Until recently, any diagnosis of diabetes was disqualifying for a medical certificate. A look around any gathering of pilots will indicate that the two biggest risk factors for diabetes – age and obesity – are not uncommon. Fortunately, advances in the treatment of this disease have allowed many pilots with diabetes to continue to legally exercise their pilot certificates.

Diabetes is a problem in the processing of glucose, or sugar, in the body. Glucose is the main nutrient for the brain and nervous system and is an important fuel for the body in general. It is supplied in the diet by carbohydrates, i.e. sugars and starches. Insulin, a hormone produced by the pancreas, is essential to move glucose from the blood into cells where it can be used for energy. With diabetes, high blood glucose levels occur because glucose is unable to enter the cells as a result of either the pancreas' failure to produce insulin or the resistance of the cells to the effect of insulin. In either case, the glucose accumulates in the blood, spilling into the urine through the kidneys. The glucose then draws water into the urine, which produces one of the cardinal symptoms of diabetes, frequent urination. The word "diabetes" means "sweet urine."

There are two types of diabetes. Type 1, also called Juvenile Onset Diabetes because it begins most often in young children, is a failure of the pancreas to produce enough insulin. This is thought to be an autoimmune disease that may be triggered by a viral infection in a genetically susceptible individual. About 5-10% of diabetics have this type. The use of insulin injections has revolutionized the treatment of this type of diabetes.

Another type of diabetes is Type 2, also called Adult Onset Diabetes because it usually occurs in older

adults. This has become a misnomer because it is now occurring increasingly in children. It is associated with obesity as well as genetic tendency and has become epidemic, as obesity has increased in the general population. About 90-95% of all diabetics have this type. With this type of diabetes there is plenty of insulin; however, the cells of the body are resistant to its effect causing the glucose to accumulate in the blood. Weight loss will often improve or even resolve this condition. Dietary limitation of concentrated sweets (like candy bars and soda pop – a typical pilot lunch) will also help. A number of oral medicines improve the ability of cells to use the glucose. Sometimes additional insulin can be injected to help control blood glucose levels but usually high levels have to be used because of the underlying insulin resistance.

Initially insulin from pigs or cows was used, but now human insulin is produced by bacterial synthesis. Insulin pumps can be used to feed needles placed below the skin on a constant basis, or insulin can be given intermittently by injection. There are different types of insulin that produce an effect of lowering blood glucose levels (that is, allowing the glucose to get into cells) over varying periods of time. By careful regulation of the amount and kind of insulin along with regulation of diet, activity, and careful monitoring of blood glucose, near-normal levels can be attained. Hemoglobin A1c, a type of blood protein that increases in the presence of high glucose levels, can be monitored to measure the efficacy of glucose control.

High glucose levels can cause difficulty with thinking and coordination and even loss of consciousness. Low levels can cause similar problems. If too much insulin is taken, a very low level of

glucose can result, causing a condition known as hypoglycemia. This is usually less of a problem in people taking oral medicines; however, a new class of medicines called "glitazones" can produce a similar effect. For this reason, the FAA prohibits the use of "glitazone" medicines.

Other oral medicines may be acceptable for all classes of pilot medical certificates, but a two week period must be observed after any medication change before resuming flight activities to assure stable blood glucose levels while taking the new medication. Hemoglobin A1c must be below 10 (normal is about 6). Insulin users can qualify for a Third Class medical, but must carefully monitor and document blood glucose levels using a blood glucose monitor. Glucose levels have to be measured before flight, periodically during flight and before landing. A glucose source, such as fruit juice, must be readily available in case of hypoglycemia.

Medical complications of diabetes include heart disease, vascular (blood vessel) disease, retinopathy (eye disease), nephropathy (kidney disease), neuropathy (nerve disease), and myopathy (muscle disease). The presence of any of these diseases will require additional evaluations and may create additional problems for medical certification, including additional testing or even disqualification.

Additional information is available at the following web sites:

1. [www.diabetes.org](http://www.diabetes.org) (the American Diabetes Association)
2. [www.eatright.org](http://www.eatright.org) (the American Dietetic Association)
3. [www.physsportsmed.com](http://www.physsportsmed.com) (the Physician and Sports Medicine Journal)



# Safety Update

Coeur d'Alene Airport Administration  
1127 Airport Drive  
Hayden, ID 83835



Spokane Flight Standards District Office  
6133 E. Rutter  
Spokane, WA 99212

## Uncontrolled, Not Out of Control

The Spokane FSDO office has recently received complaints regarding conflicts among aircraft operating within the traffic pattern at the Coeur d'Alene Airport. Operation at an uncontrolled airport (no operating control tower) places additional duties and responsibilities upon pilots to facilitate an orderly traffic flow. Perhaps a review of regulations, recommended procedures, and common sense or courtesy is warranted:

### Regulatory Requirements:

FAR 91.126 states that "When approaching to land at an airport without an operation control tower in Class G Airspace (Coeur d'Alene is Class E) -Each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right;" Moreover, FAR 91.127(8) implies that aircraft operating in Class E Airspace which are not required to be under ATC control (Coeur d'Alene Airport) must abide by the requirements of FAR 91.126. This obvious lack of specific guidance is supplemented, however, by FAR 91.13(8). In essence, it is contrary to the FARs to operate your aircraft in a reckless or careless manner as to endanger the life or property of another.

### Potential Traffic Flow Conflict Contributors at Coeur d'Alene:

- Runways 05/23 and 01/19 intersect at the ends of 05 and 01 respectively. Runway 05 is the primary instrument landing runway.
- The Coeur d'Alene Airport is used extensively for instrument training.
- Runway 01/19 is used extensively by small aircraft due to favorable wind conditions and taxiway locations, hence creating potential conflicts between themselves and users of Runway 05/23.
- Being uncontrolled, the use of CTAF/Unicom (122.80) for traffic advisories is not required although highly recommended.
- Not all pilots are aware that Runway 01 is right traffic.
- Some pilots insist on making "straight-in" approaches with other traffic in the pattern.

### Recommended Procedures:

The ***Aeronautical Information Manual*** contains extensive guidance relating to operations at uncontrolled airports. Specifically, Chapter 4-1-9 specifies traffic advisory practices recommended for use at airports without operating control towers. First and foremost, "There is no substitute for alertness while in the vicinity of an airport." The "see and be seen" concept is primary to traffic conflict avoidance. Pilots are reminded that other aircraft might not have communication capability or may not communicate



their presence or intentions. Hence, It is important for all radio equipped aircraft to monitor and communicate on 122.80. With the advent of economically priced battery powered hand-held transceivers, it would seem prudent for all aircraft to possess communication capability even though not required by the regulations. Additionally, AWOS (135.07) should be used to determine wind direction and speed before entering the traffic pattern to eliminate frequency congestion. The following excerpt taken from the AIM summarizes recommended traffic advisory practices:

1. Pilots of inbound traffic should monitor and communicate as appropriate on the designated CTAF from 10 miles to landing. Pilots of departing aircraft should monitor/communicate on the appropriate frequency from start-up, during taxi, and until 10 miles from the airport unless the regulations or local procedures require otherwise.
2. Pilots of aircraft conducting other than arriving or departing operations at altitudes normally used by arriving and departing aircraft should monitor/communicate on the appropriate frequency while within 10 miles of the airport unless required to do otherwise by the regulations or local procedures. Such operations include parachute jumping/dropping, enroute, practicing maneuvers, etc.

**Instrument approaches to Runway 05** seemingly have a high propensity to cause traffic pattern conflicts. Large and turbojet aircraft normally choose to land on a runway served by an ILS as long as the tailwind component is less than 10 knots. These operations as well as smaller aircraft conducting practice ILS operations oftentimes conflict with traffic landing or taking off on Runway 01/19. Pilots conducting Runway 05 approaches should be aware they are oftentimes approaching a runway which is not the recommended runway for use predicated upon wind conditions. Further exacerbating the problem is that most aircraft conducting practice instrument approaches are communicating with Spokane Approach during the procedure and may not be released from the approach control frequency until well established into the approach near the airport. For this reason, pilots conducting approaches to Runway 05 must be vigilant to other traffic operating in the vicinity of the airport. Even though traffic patterns for both Runways 01 and 19 are located east of Runway 01/19, an aircraft approaching the threshold of Runway 19 or the departure end of Runway 01 while on approach to Runway 05 can be unnerving to the pilot using Runway 01/19. Pilots conducting practice approaches to Runway 05 might consider breaking off their approach prior to MDA or DH in order give further separation to those pilots using Runway 01/19. Furthermore, the missed approach procedure off Runway 05 takes an aircraft directly into the traffic pattern of Runway 01/19. Hence, if there is traffic using Runway 01/19, practice missed approach procedures should be modified to remain well clear of the aforementioned traffic pattern.

By the same token, pilots using Runway 01/19 need to accept the fact that Runway 5 will be used by some aircraft even though it may not be the recommended runway due to wind direction. Once again, vigilance and courtesy will prevent conflicts.

## Summary:

Coeur d'Alene Airport will most likely remain uncontrolled (no traffic control tower) for the foreseeable future. It is therefore imperative that pilots effectively communicate with one another, maintain vigilance at all times, and exhibit a courteous and respectful attitude while conducting operations at Coeur d'Alene Airport. With everyone's cooperation, the skies in the vicinity of this airport will remain safe for all users.

Greg Delavan, Airport Manager

Donald Bird, Spokane FSDO Manager





# Festival

## Continued from page 1

interviews and little-known facts gathered during 11 years of research.

Boring's father, James, knew Claire Chennault, the officer selected to lead the Flying Tigers. Boring became acquainted with members of the famous pilots and eventually produced his documentary film, which was designated as the only accurate portrayal of the military unit's experiences.

"Talking with Tigers" was a clear favorite among conference attendees, said Frank Lester, Safety/Education Coordinator for the Division of Aeronautics. Following Boring's 45-minute presentation, audience members spent another 45 minutes asking questions of the historian.

The festival also featured noted pilot, author, filmmaker and naturalist Bill Lishman, best known for his work that inspired the movie "Fly Away Home" (Columbia Pictures, 1996).

The film portrayed Lishman's use of an ultralight aircraft to lead orphaned Canada geese on their migration south.

Lishman spoke at the conference's closing dinner, which attracted a crowd of 200. He entertained with anecdotes about the "Operation Migration" program and awed the crowd with pictures of his breathtaking sculpture and artistic genius.

"Overall, this is evolving into the premier aviation safety conference in Idaho," Lester said. "This year's festival was unique in that it provided numerous opportunities for people of all ages to learn about the history of powered flight and the importance of air travel for all of us."

Returning to the festival after a short hiatus was the Teacher Aviation Workshop, which demonstrated the use of aviation materials in teaching



**A scale model Super Cub, one of several outstanding radio controlled aircraft on display thanks to Jerry Clark of Hobby Town.**

math, social studies, reading, science and art.

New this year, a workshop for elementary and middle school students and a high school career forum, each introducing the youth to the world of aviation. Members of the local aviation community spoke to the high school students about their careers. The workshops received high marks from parents and students alike.

Mark your calendars, the Festival returns to the Centre-on-the-Grove again next year on March 12<sup>th</sup> and 13<sup>th</sup>. Be looking for more great seminars, interesting speakers, and an exciting trade show. Watch Aeronautics' web page ([www2.state.id.us/itd/aero/aerohome.htm](http://www2.state.id.us/itd/aero/aerohome.htm)) for more information and continuous updates.

## Trade Show Vendors

Accipiter  
Advanced Navigation  
AirLifeLine  
Aeromark  
Aerospace Products, International  
Aero Specialties  
Angel Flight  
AOPA  
Av Center  
Aviall  
Balloons Over Idaho  
Boise Pilot Shop/SP Air  
Blue Springs of Idaho H2O  
Chadwick – Helmuth  
Conyan Av./St. Al's Life Flight  
Dale's Service/Facet  
Dallas AirMotive  
Garrett Aviation  
Great Western Aviation, Inc.  
IAA/McCall Mtn. Sem  
ID Agricultural Aviation Assoc.  
Idaho 99's

Idaho Aviation Hall of Fame  
Idaho Mountain Search & Rescue  
Idaho State University  
Morgan Stanley  
Mountain High Aviation Oxygen  
Mountain Home Air Force Base  
Mtn. Air Insurance  
NAATS/Boise AFSS  
Omaha Airplane Supply  
Ponderosa Aero Club  
R & M Steel  
Razor's Edge Software  
Rocky Mtn. College  
Runway Safety – Seattle  
Salmon Air – Tom Wilkins  
Sun Valley Aviation  
Utah State University  
Warhawk Air Museum  
Wasatch Aero  
Wienhoff Drug Testing  
Western Aircraft  
Westminster College







**Aeronautics' Bobbie Matthews receives some one-on-one training from a member of the Idaho 99s during their ever-popular Flying Companion Seminar.**

## ***Door Prize Contributors***

Aerospace Products, International  
Aero Specialties  
Angel Flight  
AOPA  
Avcenter, Inc.  
Aviall  
Blue Springs of Idaho, H2O  
Boise Air Service  
Chadwick Helmuth  
Chief Aircraft  
Dale's Service/Facet  
DallasAirmotive  
Flyties Company  
Garrett Aviation  
General Aviation News  
General Fire Inc.  
Idaho Candy Company  
Idaho Dairymen of Idaho  
Idaho Dept. of Commerce  
Idaho Potato Commission  
Idaho State University  
Idaho Wheat Commission  
Life Flight/St. Alphonsus

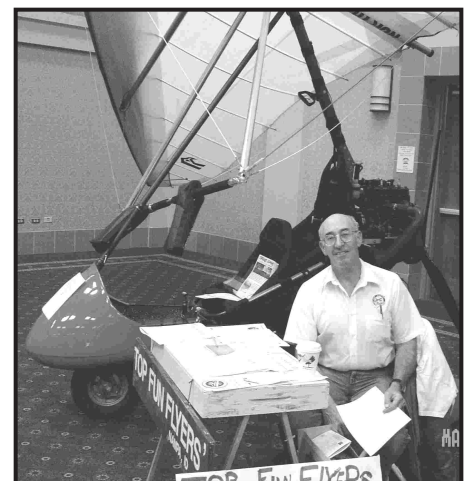
Lightspeed Aviation  
Maule Air Inc.  
Morgan Stanley  
Omaha Airplane Supply  
Plane & Pilot Magazine  
R & M Steel  
Regal Aviation Insurance  
Roaring Springs Water Park  
RotorWay International  
Salmon Air  
Selkirk Aviation  
Shilo Inns  
SP Aircraft - Boise Pilot Shop  
Sporty's  
Stanley Air  
Swiss Village Cheese  
The Proper Aircraft  
Utah State University  
Verde Aviation  
Wapiti Meadow Ranch  
Wasatch Aero Services  
Winner's Hotel & Casino  
World Center for Birds of Prey



**The 200 people who attended the Saturday Banquet were treated to great food, great entertainment, and many fabulous door prizes.**



***Aviation Building Systems***



**The Top Fun Flyers add their support to the Festival with two ultralight display aircraft.**



# A View from the Tower

By: Carol Dayton, Staff Specialist  
Quality Assurance, Boise ATCT

In our continuing efforts to reduce errors and increase safety, a primary focus area this year for the FAA is the problem of readback/hearback. We, as controllers, are making an extra effort to eliminate these particular types of errors, but ATC is only half of the equation. Air safety is a team effort and we need your help.

What can you do as a pilot? Be particularly alert for not only similar sounding call signs, but also runways and intersections that are similar to your aircraft registration number. Note the potential for confusion when a controller must clear Cessna 28C for take-off from runway 28 at "Charlie." Personally, I would like to see intersections named for something other than the phonetic alphabet currently used. Say for example, colors. It seems like there would be less chance of error if we could reduce redundancy in the system where possible. But, personal opinions aside, we must work around that.

Heterodyning, that nasty squeal heard when more than one person transmits at the same time, should raise a red flag in your mind as to the possibility that a transmission was not received. Hearing clipped transmissions may be another clue that you and someone else have been keying the transmitter simultaneously. Be sure *that* clearance was for you. Even if you acknowledge or read back instructions, if someone else keys at the same time, the controller probably didn't hear you. Also keep in mind that while you may only be monitoring one frequency, ATC may be transmitting/receiving on numerous frequencies. Sometimes control positions are combined, both UHF and VHF are utilized with military aircraft, as well as emergency

# Almost Forgotten

By Bill Scherer

The Idaho Aviation Museum (not associated with the Warhawk Air Museum in Nampa) has begun a new project to remember and record information about anyone connected to aviation in Idaho. The project is known as "**Almost Forgotten.**" You may be familiar with another of our projects, the Idaho Aviation Hall of Fame, which honors those who have made significant contributions to the development of aviation in the State of Idaho. Each year many are nominated for this honor but only a few are selected. Although many are not selected, their contribution is still important and we want to ensure that they are not forgotten.

We want to include everyone who is involved in Idaho aviation, past and present, from obtaining a pilot's certificate, to fueling aircraft, regulating the aviation field, fixing the airplanes, spraying crops, putting out fires, taking aerial photos, teaching aviation related subjects, giving flight instruction, operating the airports, or just taking interested people for rides. We have started a registry of these names. The list of people we want to remember is very long and our registry is very incomplete. We need your help to complete this project.

Please take a few minutes to list all of the people you know who were or are involved in Idaho aviation.

First, please take a moment to provide some information about yourself and complete the "**Idaho Aviation Museum - Aviation Personality Information**" form that accompanies this article (opposite page). Feel free to copy it and pass it on to others. Return it to the address shown at the bottom. If you know of an aviator or other industry member who has passed away, complete and return the form for them. Above all, **DON'T** toss this aside with the thought, "I haven't done anything in aviation." **YOU HAVE!** You are involved in the aviation industry. The overwhelming majority of your neighbors can't make that claim.

If you have aviation memorabilia, books or photos to contribute, your gift will be appreciated. Or a monetary gift will provide acid free files and storage containers for this project. Thanks in advance for your enthusiastic participation.

If you have questions concerning this project, contact me, Bill Scherer, at 208-367-0398 or email at: [pilotwbs@juno.com](mailto:pilotwbs@juno.com)

frequencies and land lines to other facilities and/or positions.

If you don't understand instructions from a controller, please request clarification. Don't simply respond with "roger," then do what you THINK he/she meant. Also, don't be afraid to tell ATC if you are a student or low-time pilot. The more information we have to base our control decisions on, the better.

Last, but not least, don't forget to read back all "hold short" instructions. A simple acknowledgment won't do it in this case, a controller needs the read back.

Unfortunately, since 9/11, tower tours for pilots were eliminated or

severely restricted. But, things have relaxed somewhat. Check with the facility manager if you would like to do this. I think it's helpful, especially for student pilots, to see things from our perspective and ask questions. It also seems to make dealing with the FAA less intimidating.

We have a common goal, that of safety. I doubt that we could eliminate the potential for human error altogether, but perhaps heightened awareness may help to reduce it.

(Editor: This article was written prior to the war in Iraq. Restrictions have most likely returned to their post-911 levels. Contact the local FAA representative for the facility in question before you schedule any visits.)



# Idaho Aviation Museum - Aviation Personality Information

Please submit as much of the information as possible or give this form to the person in question. Any one connected with aviation: pilot/mechanic/flight attendant/airport manager, fueler, government, etc. is eligible for inclusion in our historical records.

Note: Please use additional sheets as necessary to leave a complete record of your aviation-related accomplishments. Reference additional items to the line numbers below.

- 1) Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Middle Name \_\_\_\_\_ Nickname \_\_\_\_\_
- 2) DOB \_\_\_\_\_ DOD \_\_\_\_\_ Burial site \_\_\_\_\_
- 3) Address \_\_\_\_\_
- 4) City \_\_\_\_\_ Idaho County \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_
- 5) FAA License # \_\_\_\_\_ Pvt \_\_\_\_\_ Com \_\_\_\_\_ ATP \_\_\_\_\_ CFI \_\_\_\_\_ II \_\_\_\_\_ A&P \_\_\_\_\_ AI \_\_\_\_\_
- 6) Ratings & types \_\_\_\_\_
- 7) Current total hours \_\_\_\_\_ or hours at time of death \_\_\_\_\_
- 8) Learned to fly at \_\_\_\_\_ Date started training \_\_\_\_\_
- 9) Date received PPL \_\_\_\_\_ CPL \_\_\_\_\_ ATP \_\_\_\_\_ CFI \_\_\_\_\_ II \_\_\_\_\_ A&P \_\_\_\_\_ AI \_\_\_\_\_
- 10) Instructors were \_\_\_\_\_
- 11) Highest education obtained \_\_\_\_\_ at \_\_\_\_\_
- 12) Aviation schools attended \_\_\_\_\_
- 13) All aircraft owned \_\_\_\_\_
- 14) All aircraft flown \_\_\_\_\_
- 15) Flight attendant for \_\_\_\_\_ from \_\_\_\_\_ to \_\_\_\_\_
- 16) Airport manager or worker at \_\_\_\_\_ from \_\_\_\_\_ to \_\_\_\_\_
- 17) FAA or state aeronautics employee as \_\_\_\_\_
- 18) Retired from active aviation activities on \_\_\_\_\_
- 19) CAP member \_\_\_\_\_ from \_\_\_\_\_ to \_\_\_\_\_ at \_\_\_\_\_ Rank \_\_\_\_\_
- 20) Public service \_\_\_\_\_
- 21) Honors received \_\_\_\_\_
- 22) Publications \_\_\_\_\_

Please include any clippings, articles, books, stories or tales that will help future generations know of your aviation-related experiences.

- 23) Names of anyone who might have further information about this person \_\_\_\_\_
- 24) Aviation related employment \_\_\_\_\_
- 25) Military experience \_\_\_\_\_
- 26) Accidents, Incidents, Violations (all optional) \_\_\_\_\_
- 27) Unusual experiences & occurrences - use a separate sheet \_\_\_\_\_

- 28) Memberships AOPA \_\_\_\_\_ NBAA \_\_\_\_\_ IATA \_\_\_\_\_ IAAA \_\_\_\_\_ EAA \_\_\_\_\_
- Submitted by: \_\_\_\_\_ Phone: \_\_\_\_\_ Date: \_\_\_\_\_
- Address: \_\_\_\_\_ FAX: \_\_\_\_\_
- City, State, Zip \_\_\_\_\_ Email Address: \_\_\_\_\_

Please return this information to: **Idaho Aviation Association, "Almost Forgotten," 3591 Rickenbacker St, Boise, ID 83705**

If you are aware of others who should be added to this registry, complete the additional information below and return it to this same address:

Name	Address	Telephone	Deceased (Y/N)
_____	_____	_____	_____
_____	_____	_____	_____



# Calendar of Events

Email or fax your organization's event information for inclusion in the **Rudder Flutter** Event Calendar.  
See page 15 for more information.

## MAY

- 3 **Pine Airport Work Party**, IAA, Jerry Terlisner, 208-344-1600
- 6-8 **Army National Guard**, Warm Springs (tentative)
- 10 **Fly-In, Young Eagles Day**, Weiser Airport Appreciation Day
- 17 **Breakfast Flight to Driggs and Museum Tour**, Gooding Airport Flyers Association, Kit John, 208-886-2646
- 17 **Graham Airport Work Party**, IAA, Jerry Terlisner, 208-344-1600
- 31 **Antique Car and Aircraft Rallye**, Vale, Top Fun Flyers, Steve Clements, 208-323-1585

## JUNE

- 5-8 **Challis River of No Return Mountain Flying Clinic**, Challis, Bob Plummer, 208-879-5900
- 7 **Garden Valley, Top Fun Flyers**, Steve Clements, 208-323-1585 (Tentative)
- 8 **Garden Valley Fly-In/Drive-In Breakfast**, IAA, Jerry Terlisner, 208-344-1600
- 14 **Nampa Airport Appreciation Day**
- 14 **Bear Lake County Fly-In**, Bear Lake District Venturing Crews, BSA, Olean Parker, 208-847-1426
- 14 **Jerome County Airport Fly-In**, 7AM-12 Noon, Bonnie Deitrick, 208-324-9793
- 14 **Chicken Drop, Top Fun Flyers**, Steve Clements, 208-323-1585 (Tentative)
- 14-15 **Smiley Creek Father's Day Fly-In and Breakfast**, IAA, Jerry Terlisner, 208-344-1600
- 20-22 **Idaho Friends of Mission Aviation Fellowship Fly-In**, Johnson Creek, Larry Cobb, 208-462-3985
- 20-22 **Cessna 180/185 Club Fly-In**, Garden Valley, Jim Davies 208-462-5204
- 21 **Summer Solstice Flight**, Garden Valley, Top Fun Flyers, Steve Clements, 208-323-1585 (Tentative)
- 24-27 **McCall Mountain Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344
- 28 **Gooding Airport Open House and Breakfast**, Gooding Airport Flyers Association, Kit John, 208-886-2646
- 28 **Big Creek Airport Work Party**, IAA, Jerry Terlisner, 208-344-1600

## JULY

- 4-6 **Council 4<sup>th</sup> of July Celebration**, Top Fun Flyers, Steve Clements, 208-323-1585
- 8-11 **McCall Mountain Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344
- 9-13 **Arlington, WA, Top Fun Flyers**, Steve Clements, 208-323-1585
- 11-14 **QBs Fly-In**, Johnson Creek, Gary Niva, 408-395-9375
- 14-16 **ACE Academy**, Boise, Idaho Division of Aeronautics, Frank Lester, 800-426-4587
- 15-18 **McCall Mountain Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344
- 16-19 **Oregon Coast Tour**, Gooding Airport Flyers Association, Kit John, 208-886-2646
- 18-20 **Cavanaugh Bay Airport Fly-In**, IAA Ray Friend, 208-377-8500
- 19 **Reynolds Creek, Top Fun Flyers**, Steve Clements, 208-323-1585
- 21-25 **(Returning Participants Only) McCall Mountain Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344
- 25-27 **Wilderness within Reach**, Johnson Creek, Joe Corlett, 208-336-1097 ext 19
- 26-27 **Blue Angels Air Show**, Pope Field, Arco-Butte County Airport, Mark Pope, 208-527-3648

## AUGUST

- 1-3 **Cessna 180/185 Club Fly-In**, Johnson Creek, Al Hewitt, 253-941-3052
- 2-3 **Donnelly Fly-In, Top Fun Flyers**, Steve Clements, 208-323-1585
- 9 **Weiser Day Flight, Top Fun Flyers**, Steve Clements, 208-323-1585
- 8-10 **17<sup>th</sup> Annual NW Mountain Family Fly-In**, McCall, Frank Lester, 208-334-8775 or 800-426-4587 (In Idaho Only)
- 15-17 **Evergreen, Top Fun Flyers**, Steve Clements, 208-323-1585
- 22-23 **Smiley Creek Campout and Breakfast**, Gooding Airport Flyers Association, Kit John, 208-886-2646
- 30 to Sept. 1 **Glenns Ferry, Top Fun Flyers**, Steve Clements, 208-323-1585





# Come Join Us at the Warhawk!

By: Sue Paul, Executive Director, Warhawk Air Museum

The Warhawk Air Museum has had an exciting and VERY busy winter/early spring season. We all keep saying the museum has taken on a "life of its own" and it continues to prove us right! We partnered with the Library of Congress to become a Veterans History Project Center and after three successful training sessions, there are now at least 12 people who are actively starting to interview veterans. The interviewing is done at the Warhawk Air Museum and is an extremely rewarding experience. We are fortunate that the filming and editing equipment was donated to the museum, and we feel that the end result is first class. Anyone interested in being an interviewee or being interviewed, please contact the Warhawk Air Museum.

The museum exhibits continue to grow. Donations of memorabilia arrive weekly and we strive to put them on display as quickly as we can afford to build the cabinets. A beautiful military doll collection has been loaned to the museum by Patty Davis of Boise. She currently has her doll collections on display in five museums throughout the Northwest. A magnificently restored 1937 Harley Davidson Motorcycle has been loaned to the museum by its owner, Holbrook Maslan also of Boise. According to Mr. Maslan, his research of its serial number showed that it was one of 50 sold to the military for use with the 13<sup>th</sup> Calvary.

The NASA exhibits have been very educational. In April we will have an interactive space center on display and a vertical space shuttle orbiter. We have very exciting NASA exhibits coming to the museum throughout the summer.

The Experimental Aircraft Association (EAA) has been extremely successful with the museum's "Special Event Saturday," held the first Saturday of each month, to fly kids with the EAA Sponsored Young Eagles Program. It is a worthwhile program which introduces young people to the wonders of flight. The EAA members

who devote their time and airplanes to the program are heroes. The museum's historical WWII fighter airplane, the Curtiss P-40, also flies on that day each month, and it continues to draw many visitors who enjoy hearing and seeing it in the air. The "Special Event Saturday" April 5 was "History Comes Alive" and was a fun day with visitors meeting Veterans from WWII and actors portraying historical characters. The "Special Events Saturday" on May 3 will have a theme of hot air balloons and kites. It will be a great day for people of all ages.

The education program continues to grow. Luckily, the number of volunteers has grown as well! During the month of March,

175 children participated in the education program. So far during the month of April we have 750 children scheduled! The May calendar is also filling! Equally exciting is how fast our membership is growing. If anyone is interested in scheduling a tour, volunteering at the museum, participating in the Veterans History Project, or joining the museum membership, please contact us at (208) 465-6446. We are located at 201 Municipal Dr., Nampa, ID 83687; our summer hours are Tuesday through Saturday from 10 AM to 5 PM and Sunday 11 AM to 5 PM. We are closed Mondays. We can also be reached by email at: [warhawkairmuseum@att.net](mailto:warhawkairmuseum@att.net) and through our website at: [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)

## JOIN OUR MEMBERSHIP

Enjoy the following benefits:

- Free admission to the museum for one year
- 10% discount in the Museum Gift Shop
- 50% discount to Special Events (excluding the annual "Gala Event")
- Subscription to quarterly newsletter

Annual Individual Membership — \$35 per person

Annual Family Membership - \$60 (Family members living in the same household.)

Annual Corporate Membership - \$150 (Includes 4 membership cards.)

\*\*\* For Lifetime Membership please inquire about our Donor Program \*\*\*

### APPLICATION FOR MEMBERSHIP

Please check level of membership: Individual \_\_\_\_\_ Family \_\_\_\_\_ Corporate \_\_\_\_\_

Name \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Please list all family or corporate membership names: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Check Enclosed \_\_\_\_\_ Visa/Mastercard # \_\_\_\_\_ Exp \_\_\_\_\_ / \_\_\_\_\_



# Radio Chatter

Continued from page 3

you early departers. Bob Patrick, an instructor at McCall Mountain Canyon Flying Seminars, will conduct an informal and informative session on mountain/canyon flying in Idaho on Saturday afternoon. Rafting, hiking, fly-outs, fishing, and more, are available in a beautiful setting. Call Jim Davies or Hank Clancey with questions or RSVP's. Jim can be reached at 208-462-5204 or 208-859-5537 and Hank will be at 208-462-3773 by March. Email Jim at [mtpacker@earthlink.net](mailto:mtpacker@earthlink.net) and Hank at [toy4hc@msn.com](mailto:toy4hc@msn.com)

## The Warhawk Air Museum

Take a moment to read the Warhawk's article in this issue of the *Rudder Flutter*. Sue Paul, the Warhawk's Executive Director, has a power-point presentation about the museum for groups and organizations. Those interested in learning more about the Warhawk Air Museum and its many activities can contact Sue at the museum.

\*\*\*\*\*

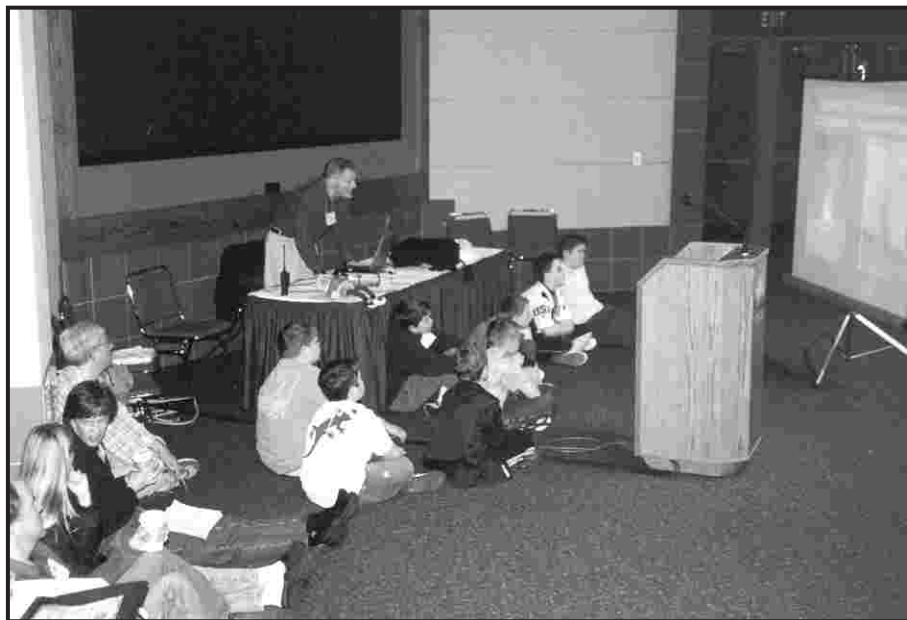
### Idaho Falls VOR Frequency Change

\*\*\*\*\*

The Idaho Falls VOR frequency is changing from 109.0 to 113.85. This change, planned for IDA VOR on March 20, 2003, will be **delayed**. The most recent news tells us that the flight check is scheduled for April 25, 2003, so we can expect the new frequency to be officially commissioned sometime shortly thereafter.

Unfortunately, it's too late to amend the charts and publications that have already gone to press. Consequently, when the 3-20-03 editions are circulated, they'll erroneously depict a new frequency. A NOTAM will be issued to clarify the correct (existing) VOR frequency.

\*\*\*\*\*



Meteorologist Pete Lester entertains a group of students and parents with his presentation on Weather during the Children's Aviation Workshop, one of three workshops held during this year's Festival.

## Safety

2002 saw a significant increase in both aviation accidents and fatalities in Idaho. The totals for Idaho in CY02 were 46 accidents and 20 fatalities, which matched the 10-year highs for both categories. Although we didn't set new records in these categories (small consolation), we have never reached these levels in both categories in the same year. The average for Idaho over the same period is 36 accidents and 13 fatalities. So far this year, we already have seven fatalities, in only two accidents!

We here at Aeronautics are concerned with this increase and are taking steps to combat this trend. From reminders like this to articles and seminars on safety awareness while flying in Idaho, emphasizing the effects of Density Altitude. We have increased our efforts to address this problem and the underlying causes at all safety seminars, refresher clinics, density altitude, and mountain flying clinics. You can help us in this effort by talking to other pilots, especially those who are flying in our hill country for the first time, and by renewing your own efforts to ensure that you are both mentally and physically ready to fly.

The year is still young and the good flying weather is just around the corner. Let's have a fun, safe, year. **FLY SMART...FLY SAFE!**

## Parting Thoughts

(from Tim Peterson)

Take a look at this FAA web site. This is the first time that I know of, that class II NOTAMs (AKA Printed NOTAMs – not given with a standard weather brief) are available on the web: [www2.faa.gov/ntap/NTAP03MAR20/Index.htm](http://www2.faa.gov/ntap/NTAP03MAR20/Index.htm)

(from Me)

Take a look at the Aeronautics web site: [www2.state.id.us/itd/aero/aerohome.htm](http://www2.state.id.us/itd/aero/aerohome.htm). Tammy Schoen, the newest addition to the Aeronautics' staff, is working diligently to update our web page. You can now download information on many upcoming events. She is working to bring us into the 21<sup>st</sup> Century (albeit kicking and screaming like any good government agency) where eventually (we sincerely hope) you will be able to complete and submit registration forms and other information, right on-line. That's the plan. We're not quite there yet but keep watching, there is a lot of good information that will be available in the very near future.



# Ace Academy

Continued from page 1

on-one discussions with members of the aviation industry, and visits with aviation college representatives. At the top of the list of favorite activities is an actual navigation flight into one of Idaho's many General Aviation Airports. By far, every student who has attended ACE Academy has viewed it as the best three days of their summer.

**There are only 40 seats available and they are filling up fast!** You can call the Division of Aeronautics at 800-426-4587 or 208-334-8776 and speak with me, Tammy, or Bobbie, and ask to have an application form mailed, emailed, or faxed to you. This year, for the

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# Aviation Career Education ACADEMY

July 14-16, 2003



Sponsored By:

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first time, you can now download a copy of the application from our web page. We are located at: [www2.state.id.us/itd/aero/aerohome.htm](http://www2.state.id.us/itd/aero/aerohome.htm). You must have Adobe Acrobat Reader to download the file. Fill it out and mail it in as soon as possible.

## ACE ACADEMY COME JOIN THE FUN!

Come and see what aviation is all about. Check out our web page or give us a call but whatever you do, don't miss this opportunity!

**Applying is easy but do it today.**



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